

# JOURNAL BOX

10/76

## EDITORIAL.

Christmas is nearly here again and another year has slipped by. How are your entries for the Association's modelling competitions coming along or are you leaving them until the holiday period to complete?

The annual competitions cover most facets of the hobby and include locomotives, rolling stock, and lineside structures. There are separate sections for scratch built or kit bashed or modified. Entries close with the Federal Secretary on 31st January 1977. If a 13 year old can win a section, I am sure you can - but you never know until you enter.

My stock of articles is getting low again, especially short ones that can be used on that odd page and a half. I have several long ones left that may be split over 2 or 3 issues, so how about it?

I must also remind Branch Secretaries of the deadlines. To enable the copy to be typed the deadline is the FIRST SATURDAY of the month before the first month of publication; that is the first Saturday of December for the Jan/Feb. or Jan/Mar. issue, etc. There is a rumour that we might be going back to 6 issues per year, and if this eventuates I will let you know.

Finally I would like to wish you all a Happy and Holy Christmas and a prosperous New Year.

Rex Little.

## ON THE COVER.

R766 sits at rest outside Bendigo Station, 27th November, 1970.

Photo J. Parker.

## Volume 25.

## Issue 121.

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DEADLINE FOR JAN/MARCH JOURNAL IS  
4TH DECEMBER, 1976.



# THE L.M.S. LINE - PART 1.

by John Hutchinson

Isn't it difficult, for a group of very practical men to suitably put into words, what's been done to create a model railway layout over the past twelve months or more? Well, this is our task. It is a hard task, simply because we have to extend our memories and try to remember decisions, methods, actions and failures. Finally all this has to be put into coherent words which are readable and enjoyable - of course, if the words don't suffice, then a photograph might help along the way! So, to the task.

Out Croydon way each Friday night a group of men gather, to run and build prototypically, model railways. We are a group whose ages range from mid-teens to retiring age. We all have equal voice in all decisions and actions taken, and we are all devoted to the "steam loco" age, especially that represented in Britain. Our "father" figure is undoubtedly Ted Tudor, but no doubt he will deny this. We have a comprehensive layout operated by the group - this is fully timetabled, with scenery, locos and rolling stock all of British steam rail origin. We operate control bells and signals - all movements are as authentic, railway wise, as we can possibly make them. Our's is a tight group, and through experience we have formulated our "guide lines" and expectations of all group members. Membership is by invitation only as is visitation and although this may appear hard, we have found it does one thing - it sorts out the serious railway modeller from the railway player, and the lukewarm, unreliable type. We are serious, but brother, do we have lots of fun.

Now, I have described to you the "Wessex Lines Group" (for that is what

we are called) as a background and explanation to the partial origins of the L.M.S. Line. Our members are constantly seeking new fields of action and development in the pursuit of the hobby, and so when we meet every Friday and particularly at suppertime (!) our minds, thoughts and words, usually centre round possible future developments, both on the Wessex Lines layout and on our own personal layouts, as well as those "bits and pieces" we all possess.

About twelve months ago it was decided to extend the group layout at Croydon. One of the real delights of the layout is that it is always changing, not only in small ways, but in large ways as well. Certain visitors will truly testify to this fact! But, back to the point. Ted had one side of his 18' x 26' railway shed without any railway at all - an almost unthinkable situation - the question was what to do with the space, obviously it should be a railway, but what plan would we adopt?

At this point I was in throes of selling-off my N gauge equipment, in readiness to return to the HO/OO gauge once more. I was convinced that my layout would be as detailed as I could make it, based on the L.M.S. (London, Midland & Scottish Railway) one of the Big Four of British Railways between 1923 and 1948. I already had three lovely, dirty black. LMS locos running on the Wessex layout. Meanwhile, out at Melton, Geoff Chatwin, (one of our ex-members) also decided to model HO/OO and the L.M.S. And so the scene was set for a Friday night at the Wessex layout, and in due course after running the timetable to noon, we sat down for our usual cuppa and chat.



Now I had been mulling over in my mind a little plan, which I felt was worthy of consideration by the group. Supper came, the tea was drunk, the biscuits eaten, and we were down into the general model railway chat, discussing why this was this and that was that. The time had arrived! "Ted, I've got a proposition to put to you, Geoff and the group," I said, "Since you, Geoff and myself are all about to launch onto our new station layouts, why don't we combine, bolt them together, and exhibit at the 1976 Camberwell AMRA Model Railway Exhibition?" A buzz of excitement swept the small group. Each registered obvious interest, but they wanted to know more. I continued, "You see, if each of us does his little bit, then by combining, we can put together a new large portable layout, using all the current practices employed on the Wessex layout. I feel we should run LMS. (what else!) since both Geoff and I are committed to it. I think Ted could run L.M.S., as over half the locomotive power on the Wessex tracks is L.M.S., especially Stanier LMS. Ted's station could very suitably be L.M.S., and still fit quite neatly into the general overall concept of the Wessex layout". Some members stroked their chins, one scratched his head, whilst one wondered why it couldn't be L.N.E.R. And so a discussion ensued, and in no time we were convinced it would be a good idea since it would give the chance to humbly demonstrate our methods, layouts and various individual skills, to the general public at the Camberwell Exhibition. It was to be a team effort - it had to be, otherwise the whole empire would founder. Excitement was high - like anything at it's initial birth - of course the hard slogging still had to be done, including the planning and co-ordination, as well as the heartaches and frustrations. I have been told by somebody or other that the birth and creation of something worthwhile has at times a difficult birth and a rocky road to fulfilment.

Any respectable writer worth his salt, by now should have given a decent quotation, but I cannot - I cannot think of any splendid railway authority to lean upon. And so we had a concept, but more was to come. Peter Carter offered to build a 10 feet section between two stations, whilst Warren Swift with the help of his Dad, Graham, and brother Ewan joined in the now enlarging exercise, to offer to build another 10 feet section between the other stations.

My how the child had grown, and all in one night. We had a model railway beanstalk on our hands! The situation was this - a 14 feet section to be built by Ted Tudor, a 12'6" by 5' section by Geoff Chatwin, a 12 feet section by the author, plus two 10 feet sections built by Warren Swift and Peter Carter - in all a total length of 63 feet of model railway, in the shape of an "L".

We had about twelve months to the 1976 Exhibition, and we considered this a reasonable time, taking into account the experience and skills of our members.

Now at this point of time it may be sensible to remind you, the reader that our group is not comprised of experts. We are keen, average modellers who learn from each other, prepared to listen to anybody who had something to offer - techniques of scenery making, wiring, building real portability into a model, what people really want at an exhibition and so on. We learn by experience of success and failure, and we help each other. Ted Tudor, Chris King, Reg Carter and Graeme Madeley are our electrical and wiring men, Peter Carter, Warren and Ewan Swift and myself profess to have some knowledge of scenery, whilst Brian Hollis and Graham Swift have mechanical matters in hand. Ian Hollis is always busy kit-bashing at the bench. Naturally we overlap into each other's spheres of influence, but being reasonable fellows, we get along very well.

So, we had all decided we were going to do something, but exactly what? How



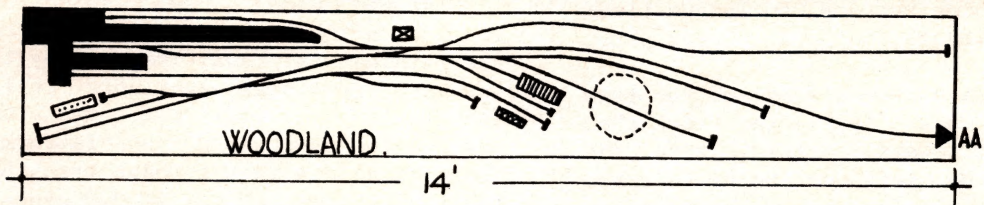
many stations? Any special features? Point to point working or may be a couple of reverse loops? Should our station layouts be modelled on any particular station or stations. We certainly had plenty to decide and plenty to do. Our first place of action seemed to be Ted's section, as it would become not only part of the L.M.S. line, but also a branch for the Wessex Lines. An unusual, dual role. As previously stated, Ted's section would be 14 feet long - what would we put into that 14 feet? Some of the group who liked to design layouts went to their drawing-boards - this included the author. At one stage we almost had the Lyle of Lochalsh station layout (Highlands of Scotland) as Ted's contribution to the show. However this did not eventuate and instead this section and the rest of the layout was designed personally by group members. After further talk and debate, we decided we would have three stations and two country sections along with other special features which will be spoken of later. We - or should I more correctly say I - decided our three sections should be called Woodland, Foxfield and Torver. This was accepted without argument. You might well be asking "Why those names?" A good point - and the answer is quite simple. I liked the names, and after all they were three stations on the real L.M.S., situated on a branch line from Foxfield to Coniston Lake, in the Lake District of England. However, it must be strongly noted that our station layouts bear no resemblance to the real stations - you see it's just that we liked the names. Foxfield station layout was commenced by Geoff Chatwin, and continued by the other members of the group with slight variations made to the track layout. Woodland and Torver track plans were designed by the author, taking note of suggestions from other group members. These two stations are end of line stations, with Torver being capable of greater turning round facilities than Woodland, thus the staff at Woodland must be really

"on the ball" to keep the timetable moving.

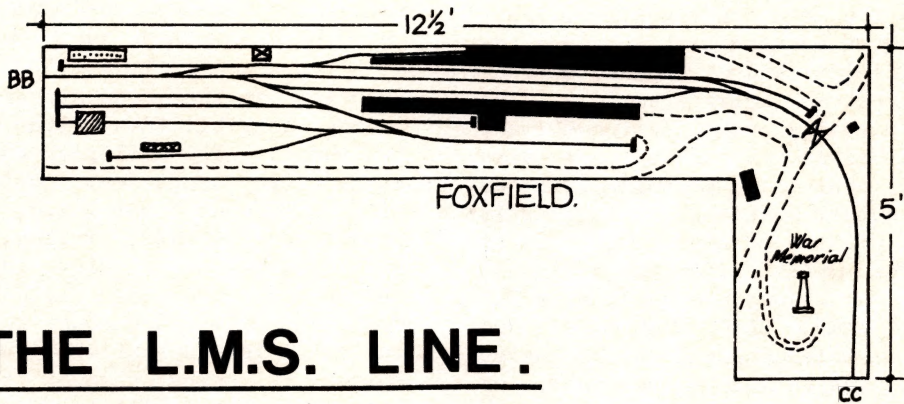
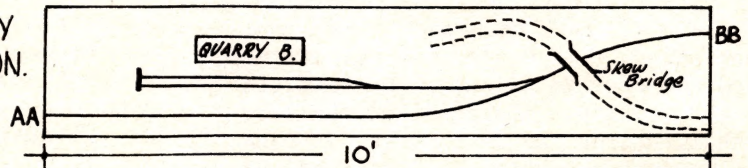
We see the whole railway setting as somewhere in Lancashire, England, where the grime and industry of the Industrial Revolution is still evident. Nevertheless, we are aware of the country portions that still exist in old Mother England, but we are very conscious that a railway must appear used, may be old certainly smokey and grimy in places. At this point of time, it is important that I state a personal "bug" of mine - the habit (or is it ignorance?) of many modellers having their whole layout, including locomotives, rolling stock, and buildings looking brand spanking new, even though in real life the opposite is the case. We have strongly attempted to construct a layout where an atmosphere is clearly evident - in our case the atmosphere of industry, smoke, business, grey skies, busy clean and unclean locomotives and rolling stock. We have modified, dirtied, painted and carved where necessary, in pursuit of our aims. We feel we have succeeded generally - but time will tell - our real judges will be the people who view the layout, and perhaps sense what we have tried to achieve. Let us now look at the layout, moving methodically from section to section. We shall begin with Woodland.

Woodland is the end of line - a small but busy industrial town. The station layout possesses a goods platform, engine shed, turntable (handbuilt and electrically driven through a series of Meccano gears) two platforms, coal staithes, cattle dock and goods crane. All signals are fully working using lever and cable method. The piano wire in outer cable control is very reliable and indeed the points at Woodland are operated by the same method. It has worked exceeding well, under exacting scale speed and timetable demands for over five years on the Wessex 60 odd points, and signals up to ten feet away. Ted likes pulling levers, but Chris

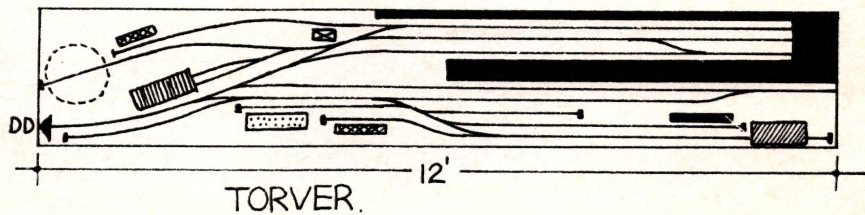
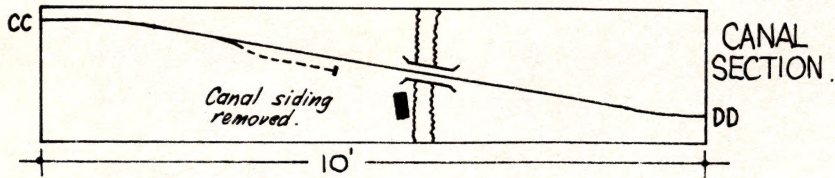




QUARRY  
SECTION.



## THE L.M.S. LINE.



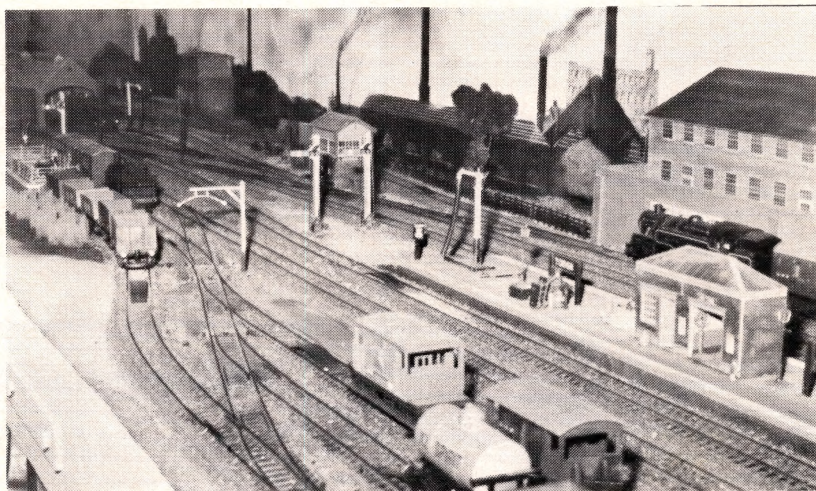


likes pushing buttons, so Wessex Lines provides levers, buttons, wander-plug, the lot!

As a train leaves Woodland the town itself is on the left - the track then curves out toward Foxfield, with the hills on the left continuing to rise. On the rising can be seen what appears to be a head shunt, this is in fact a small branch line to a coal mine on the Wessex layout. For the purpose of the L.M.S. line the branch has been terminated. As we journey out of the Woodland section we enter the Foxfield Quarry section, designed and built by Graham, Warren and Ewan Swift. Foxfield Quarry section is dominated by three things - a lovely brick, skew bridge - the main track which delightfully curves back under the bridge toward Foxfield - and of course the Foxfield Limestone Quarry itself. The Quarry buildings were designed and built by Warren. These are very pleasing, especially so coming from one of our younger modellers, incidently Warren, Graham and Ewan are three of a rare breed in Australia - the T.T.gauge modeller. They are building a T.T layout at home, built with skill and enthusiasm as is apparent in the quarry section. As we leave the quarry we enter Foxfield.

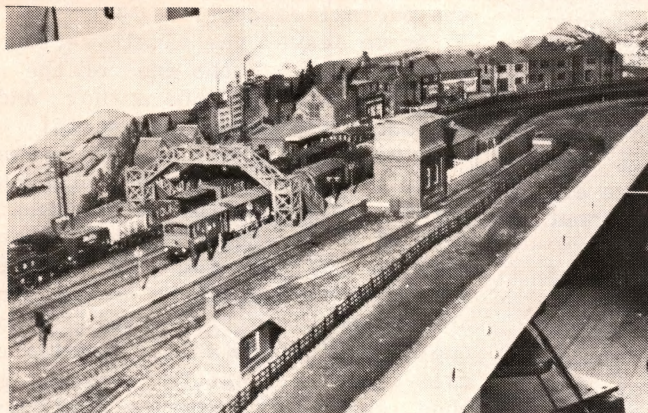
Foxfield is the through, passing loop station on the layout and is another small industrial town, served by the railway facilities available to it. The station has four platforms - two bay platforms and two through platforms. There is also a fast through track between platforms 2 and 3, so that express trains may pass through without being held up by a stopping train at Foxfield. Foxfield was originally commenced by Geoff Chatwin, but due to varying circumstances, particularly geographic, the section was handed over to the other group members for completion. Foxfield has a beautiful, open feeling about it, and to my mind the most interesting part is the area where the main line leaves the station and curves gently in a 90 degree turn on toward Torver.

Shunting in the goods area has interesting possibilities with its long headshunt. The buildings that appear at Foxfield are a real collection of bits and pieces, cardboard, plastic, Superquick, Airfix, Triang, Hornby, etc. and all are heavily changed and painted to give that delightful, industrial, grimy look about them. As our train leaves Foxfield station for Torver it turns through the level crossing gates, past the War Memorial

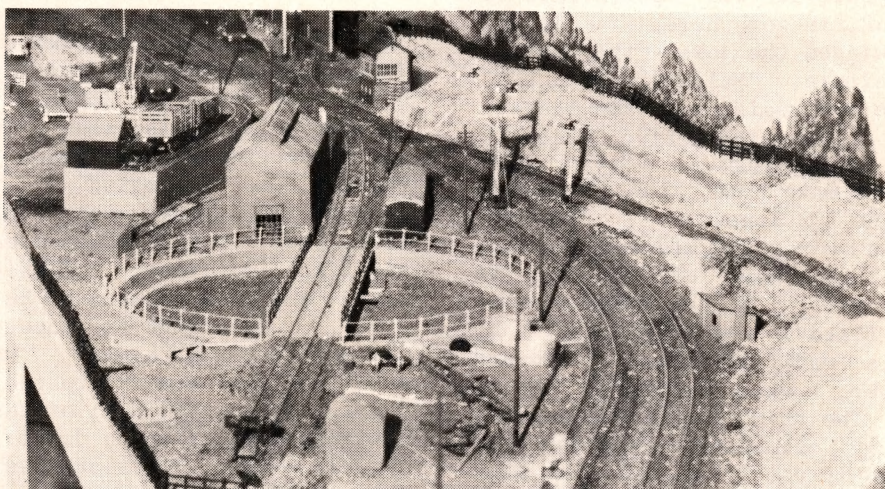


View of Torver to- wards engine shed.

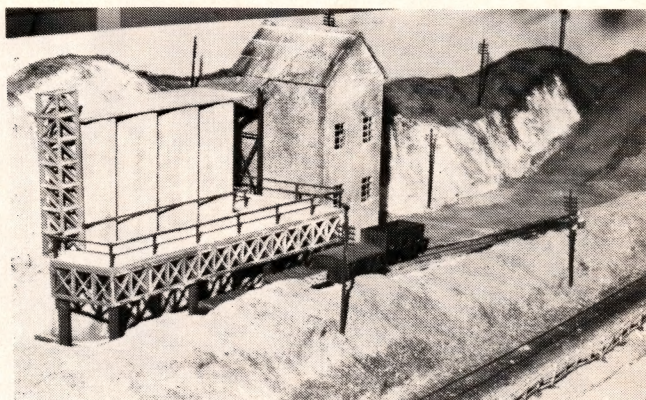




Station view at  
Torver.



Turntable and entry to Woodland.



The Quarry section.



on the hill, flanked by two guns and leaving the flatter geography we enter the section before Torver.

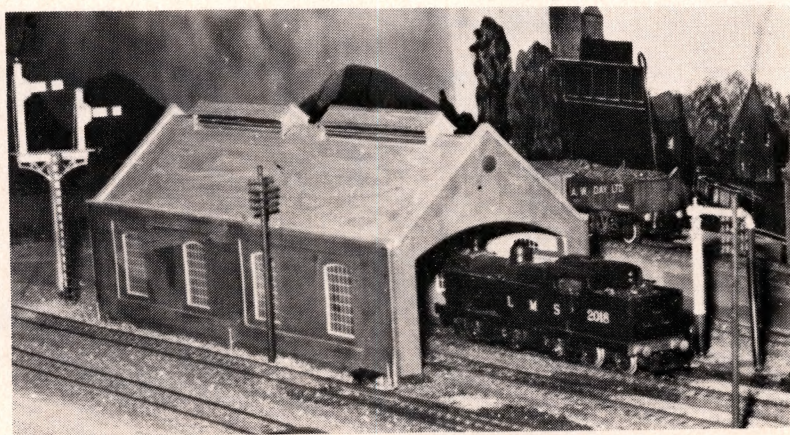
This is the Canal section, with its high railway embankment, closed goods siding, stone building next to the canal, the delightful arched bridge and of course the canal itself with a boat passing underneath. The boat "Mallard" has been the centre of a whole line of jokes, caustic remarks and rude comments. Peter Carter, the builder of this section, loves the L.N.E.R. (London North Eastern Railway) another of the big four in English Railways 1923-48, and Peter felt it was appropriate to get L.N.E.R. in somewhere. If you

haven't twigged the joke - the explanation is simple, "Mallard" was a LNER locomotive and registered the fastest steam run by any locomotive when it travelled at 126m.p.h. So the LNER just had to make some kind of appearance on the LMS line. Somebody

threatened Peter with a midnight visitor to change the name of the boat to "Royal Scot"! At the moment it is still "Mallard". The bridge, built by Peter, is made of balsa, card and stone paper, with suitable coats of paint. The track over the bridge is built of  $\frac{1}{2}$ " chipboard (pyneboard or flakeboard if you like). The high embankment on this section is in direct contrast with the rest of the layout. It offers something quite different, yet harmonizes and works in well with

the overall concept.

As we leave the canal section we enter Torver, the end of the line. This was built by the author and the setting is a heavy industrial town, with varying industries, chimneys and general grimy, sooty atmosphere. Torver station has two platforms in the form of an island, whilst behind a brick wall, on a higher level, is part of the town. The railway works on the section are reasonably large, having a double engine shed, turntable, loading ramp, coal staithes, cattle siding, goods shed, and a large station building and platform canopy. Torver is operated, points and signals by the cable and lever method as found on Ted's section. I personally like pulling levers for points and signals - anyway, when you examine this whole issue closer the period of time we are trying to represent was dominated by the lever method, and not very much of the electronic gadgetry. But each modeller has his likes, dislikes, quirks and fancies, and that happens to be one of mine. Buildings are Superquick etc all modified and changed, whilst the turntable was a work created by Ted Tudor, after a good deal of testing and patience with friction drive. This then is a brief description of the layout, and on reflection there are many other matters and points which have been passed by. Let us look at these matters in Part 2 of this article.



"Flatiron" 0-6-4 rests at Torver Engine shed.



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# ARE YOU REALLY INTERESTED by Eric G. Watson

Readers please note. Much supporting evidence for the views and opinions stated in this article has been omitted. Irrespective of your views on the material in the article, the really important point is the last one raised. Are you going to do something yourself, or leave it to someone else? Whether my views are right or wrong is of no great importance UNLESS they cause you to think about them.

Are you really interested in model railways? A model is a reproduction in miniature of some already existing thing. (We here avoid discussion on scale and compromise). If we omit a basic characteristic of the original we cannot have a model. The basic purpose of a railway system is to transport people and/or goods from one place to another. To achieve this purpose trains must stop, therefore a basic characteristic of the original is TRAINS STOP.

This in turn leads to my view that most people interested in our hobby are not interested in model railway.

PROOF. Gather an audience and begin by running trains non-stop. Watch interest grow. Then slow trains down or stop them for any legitimate reason. Watch interest and your audience dwindle. This leads to my view that we have two distinct interests, both termed "Model Railway". These I term Group A - interests based on continuous (non stop) train running, Group B - interests based on prototype train running.

While both groups have interests and aspects in common (scenic development etc.) the division is on whether or not trains stop for prototype reasons.

We are not here interested in the academic question as to whether or not Group A or Group B IS model railways. The inescapable fact is that both are part of our hobby. For the above

"people interested in our hobby" includes all those from some with just sufficient interest to stop and watch the pretty trains run around, to the finest of fine scale modellers. We now reduce this to AMRA members.

"Journalists versus Exhibitionists" (or is it Exhibitors?). An examination of the Journals for the past 10-12 years will reveal an interesting fact. While many articles (mostly written by myself) are devoted to purely Group B activities, I doubt if there has been one devoted to purely Group A activities. Many would have factors common to both, but that's not the point under discussion. I think the evidence is enough to state "Group B writes for the Journal - Group A does not."

What of Exhibitions? Group A, so far as anything I have seen, read or heard, have the field to themselves. Continuous train running rules the Exhibitions and displays. We can then conclude that Group A Exhibits - Group B Doesn't.

Read the letters to the Editor (see for example Journal 110) and we can now reach some interesting conclusions: Group A (The Exhibitionists) complain "nothing in the Journal for me". Exhibit layouts.

Group B (The Journalists) write for the Journal and complain "Nothing at Exhibitions for me".

The Exhibitionists are really odd bods. I can state that these chaps between them have condemned everything I have said, done, written or demonstrated regarding our hobby in the last 12 years as "too complicated, too hard, too difficult, too much bother". But note, not one of them has written a paragraph on how to simplify matters or to suggest a better way. To suggest they do so is to invite scorn. They complain in effect that there is nothing about things they are interested in published



in the Journals. To suggest that they write a paragraph or two on things they are interested in, is to invite ridicule.

Yet who is going to write about things you are interested in? Incidentally I have tried this twice on request. One was so infantile I was too embarrassed to send it to the editor and the second was the greatest load of a naughty eight letter word, I have ever come across.

I conclude this section by saying in some cases at least it is true that, "there is nothing in the Journal for me". Yet how interested are these chaps when they won't even write a paragraph on things they are interested in?

If there is nothing about Group A activities in the Journal it is because members of Group A don't write for the Journal. You can't expect people not interested to write the articles.

So far as exhibitions are concerned we are faced with I think a much greater problem. The majority attending are not interested in Group B type layouts. Irrespective of anything else the main interest centres on train running and most people are not interested in trains that stop. I'd state without any qualification that if a layout was built to scale and operated exactly as at a suburban station with a goods yard it would be condemned as "No good, not model railway" for no other reason than TRAINS STOP.

Still we find Group B members complaining of a lack of such layouts - yet we wait in vain to read in the Journal of them building and exhibiting one. They claim this would represent the best of the hobby, educate people, do a service to the hobby. Yet they don't build and exhibit. Who will then - not me - not Group A they aren't interested.

What then are YOU going to do? Leave it to someone else who isn't interested in things you are interested in to do it? Some hope.

If you are not satisfied with the articles in Journal no one is stopping you from writing articles on anything that interests you. If you are not satisfied with what goes on at exhibitions - if there is nothing of interest to you - put something that interests you in one.

If the AMRA won't let you, I'm sure there is no law to stop you hiring a hall and giving an exhibition of your own and writing an article about the result for Journal.

In other words if you are not satisfied with exhibitions - stop whinging - get off the backs of those who are doing their best. Get off your backside and do something to see your interests are catered for. Do anything you like except expect other people to do it for you, don't whinge that the selfish B's do things they are interested in while you are too shiftless to contribute things you are interested in.

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*Keith & Marj Nelson*

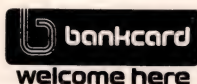
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# LOCO REVIEW

ROVEX HORNBY R154 00 scale N15 class, 4-6-0, recommended retail price \$37.50  
Sample supplied by Intertoy Australia.

The N15 class numbered 736 to 755 was designed by R.W. Urie for the LSWR in 1918 and modified by R.E.L. Maunsel in 1934-25 as the King Arthur class for the Southern Region. The locomotives had the relatively large 8 wheel tender also used for the Lord Nelson and S15 classes, but some of a further batch built in 1925 by the North British Locomotive Company could be recognised by a Maunsel type cab and a handrail across the smoke box door. In addition some had six instead of eight wheel tenders. Engines numbered 793 to 806 were built at Eastleigh and were fitted with smoke deflectors and supplied with six wheel tenders. Number 755, named "The Red Knight" had a large diameter chimney with the Lemaire multiple exhaust which was fitted to the subsequent and very successful modified Lord Nelson class.

The body and tender of the model are moulded in plastic, match the Roche drawings nicely, and are in the correct malachite green with white trim and gold numerals. The high gloss finish may satisfy some modellers, but many will prefer to apply a coat of semi matt or matt such as eggshell flat or Wattyl scandinavian matt.

The die cast chassis is a standard item used also for the B12 4-6-0 and Flying Scotsman 4-6-2 with an X04 motor driving through a brass two start worm to a 40 tooth nylon type worm wheel on the leading driving axle and giving a reduction ratio of 20:1. With the X04 mounted forward there is space for a clear cab and good back head detail, but with prototype driving wheels 6'7" in diameter and an X04 motor "singing"

nicely, large radius curves, spiral easements and super elevation of the track is an essential for speed trials. At the other end of the scale a nicely balanced X04, smooth operating wheels side rods and valve gear made starts from a low voltage quite consistent, even if somewhat quick.

The cylinders give the impression of being underscale and appear to have been adapted from the Princess 4-6-2 class. The round wire forming the alligator type cross head guides is as equally unconvincing. However, a most acceptable development is the positive automatic coupling feature between the loco and tender concealed nicely by an extended foot plate.

The model is a good representation of the King Arthur class, but silver seal type wheels all round and a 40:1 gear reduction would, with minor improvements in the cylinders, add a much more satisfactory model to the market.

Skilled modellers of the Southern Region could quickly develop a nice model with somewhat less effort than would be required by N.S.W. prototype enthusiasts who have purchased a C38.

---

ROVEX HORNBY R252 00 scale L.N.E.R.J83 class 0-6-0 tank locomotive, recommended retail price \$25.00.

Sample supplied by Intertoy Australia.

The body is a one piece plastic moulding including hand rails but with a turned brass safety valve and whistle. The apple green colour and lining details appear to be accurate representation of the prototype colouring, but the effect is lost by an unusually high gloss finish which is not likely to appeal to modellers with



notions and feelings on colour perspective. The body is fitted on a standard 0-6-0 die cast chassis with an X04 three pole motor coupled to the flangeless centre driving wheels through a standard brass two start worm and a 40 tooth nylon type worm wheel giving a reduction ratio of 20:1. The X04 motor has a no load speed of about 20,000 r.p.m. and the unladen scale top speed of the J83 is thus somewhat in excess of that of the Tokaido Express, the more recent high speed loco developments in France and turbo train trials in North America.

However L.N.E.R. model enthusiasts will no doubt welcome the R252 and a coat of eggshell flat, Watty's scandinavian matt or equivalent with a little weathering will produce a reasonably acceptable outline. The more demanding enthusiasts will cut and file the body and chassis to show day light between the smoke box and side tank or may use an earlier model 0-6-0 chassis with wheel flanges turned down and a 005 five pole armature for a most satisfying model.

The 0-6-0 chassis has been used for a period of many years as a base for a number of white metal proprietary kits for the English scene and it seems to be likely that whether the trade name be Triang, Hornby, or Rovex the general adoption of the lower flange profile silver seal driving wheels and a 40:1 gear ratio as a standard product would not only retain the essential toy market but further extend the use of the product for the modeller's market.

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From W.A.G.R. booklet "Modern Travel Services". \*\*\*\*\*

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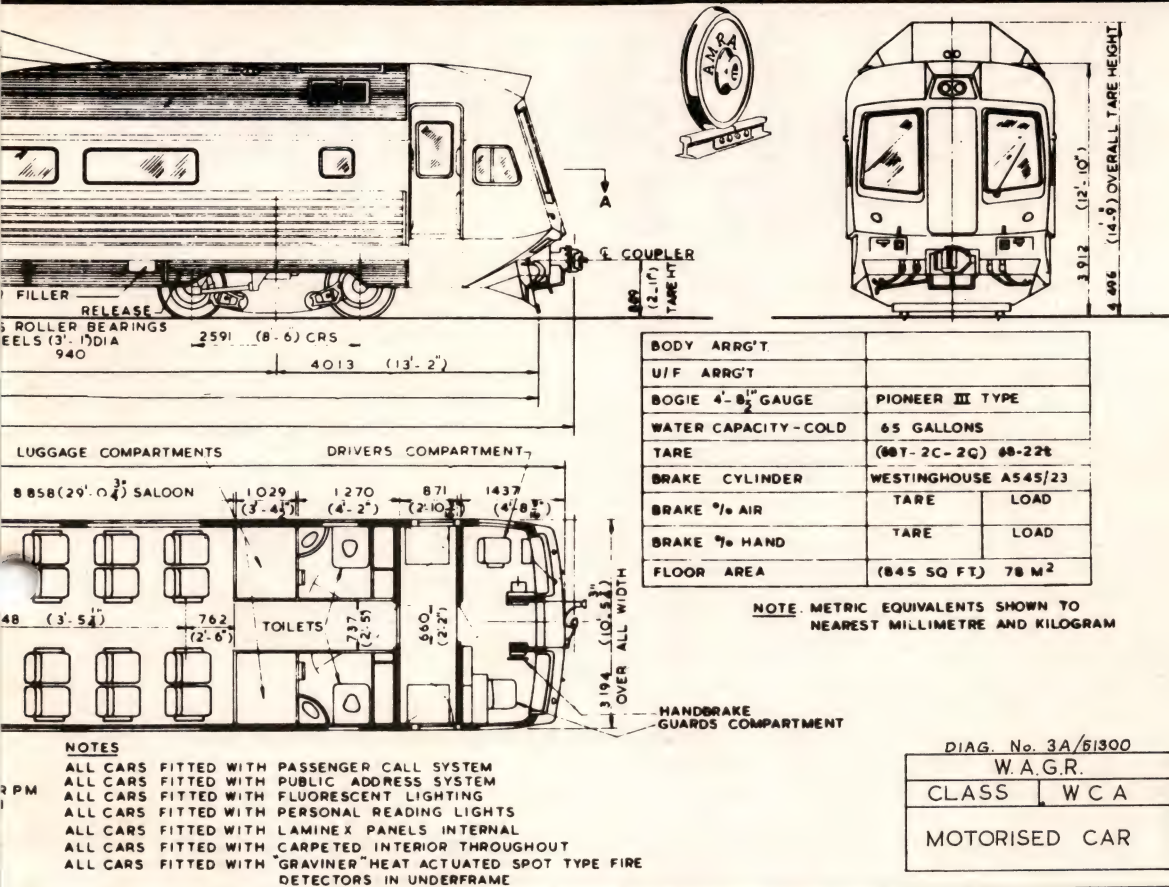
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# RAILWAY WHEEL AND TRACK STANDARD SPECIFICATIONS

INTRODUCTION.

## - PART 2.

by P. J. Betts

In Part 1 of this article, critical dimensions, clearances and tolerances were discussed and analysed. In this second and final part, the analysis is concluded and flange profiles and presentation of standards considered. It will be essential for the reader to refer to Part 1 for an understanding of the symbols used.

### BASIC DIMENSIONS.

All of the wheel and track dimensions so far described are derivable from only two basic dimensions. These two dimensions are the starting points for any set of track and wheel standards and should consist of one track dimension and one wheel dimension. The logical choice for these two is the nominal track-gauge and the nominal flange width.

The next step is to decide upon four basic minimum clearance values. These are as follows:

#### 1. Span and Flangeway clearances (cls and clf)

As the mechanism for establishing these two clearances is the same for both, it is reasonable to assume the same value for both.

#### 2. Track-gauge clearance (clg).

The value of this clearance would be the same as "cls" and "clf" except that it needs to be somewhat larger so as to help cope with the effects of horizontal track irregularities.

#### 3. Check-gauge clearance (clc).

This clearance should ideally be zero. It need never be positive. If it is allowed to have a small negative value it will allow increases to be made in the back-to-back and trackwork tolerances.

#### 4. Wheel overlap on the wing-rail (cln)

This must be positive on the prototype but may be slightly negative on model railways.

Finally it is necessary to decide upon five basic tolerance values and derive two other tolerance values. These are as follows:

#### 1. Flange depth positive tolerance (dt)

#### 2. Tyre width negative tolerance (nt).

#### 3. Back-to-back tolerance (bt).

#### 4. Flange width positive tolerance (tt)

#### 5. Trackwork tolerance (ut).

#### 6. Crossing flangeway positive tolerance (ft).

As this tolerance is related to "ut" and other basic values, either "ft" or "ut" but not both may be considered as basic, the other being derived.

#### 7. Track-gauge positive tolerance (gt)

This tolerance is related to other basic values and must be derived.

The derivations of the formulae that may be used to evaluate "ft" and "gt" are given later.

All relevant dimensions may be derived from the already established formulae listed as follows:

- |                       |                           |
|-----------------------|---------------------------|
| 1. $F1 = C - S.$      | 11. $Sx = S + ut.$        |
| 2. $F2 = G - C.$      | 12. $Flx = F + ft.$       |
| 3. $Tx = Fn - clf.$   | 13. $Fln = F - 2ut.$      |
| 4. $Nn = 2Flx + cln.$ | 14. $F2n = F - 2ut - ft.$ |
| 5. $BPx = Cu - clc.$  | 15. $FFx = BFx + Tx.$     |
| 6. $BBn = Sx + cls.$  | 16. $BFx = BB + T + bt.$  |
| 7. $FFx = Gn - clg.$  | 17. $BBn = BB - bt.$      |
| 8. $Gx = BBn + Nn.$   | 18. $Tx = T + tt.$        |
| 9. $Gn = G - ut.$     | 19. $Nn = N - nt.$        |
| 10. $Cn = C - ut.$    | 20. $Dx = D + dt.$        |

### DERIVED DIMENSIONS.

All dimensions may be expressed in terms of the basic dimensions. The formulae that may be used to evaluate "f1", "F2", "BB", "ft" and "gt" are derived as follows:



1. Crossing Flangeway (F1).

$$\begin{aligned}
 F1 &= C-S. \\
 &= Cn+ut-Sx+ut \\
 &= BFx+clc+2ut-BBn+cls \\
 &= BB+T+bt+clc+2ut-BB+cls+bt. \\
 F1 &= T+2bt+2ut+clc+cls.
 \end{aligned}$$

2. Check Flangeway (F2).

$$\begin{aligned}
 F2 &= G-C \\
 &= Gn+ut-Cn-ut \\
 &= FFx+clg-BFx-clc. \\
 F2 &= T+ttt+clg-clc.
 \end{aligned}$$

3. Back-to-Back (BB).

$$\begin{aligned}
 BB &= BBn+bt \\
 &= Sx+cls+bt \\
 &= S+ut+cls+bt \\
 &= G-F1-F2+ut+cls+bt \\
 &= G-T-2bt-2ut-cls-clc-T-tt-clg+clc \\
 &\quad +ut+cls+bt. \\
 BB &= G-2T-bt-ut-tt-clg.
 \end{aligned}$$

4. Crossing Flangeway Positive Tolerance (ft).

$$\begin{aligned}
 ft &= F2-F2n-2ut \\
 &= T+ttt+clg-clc-Tx-clf-2ut. \\
 ft &= clg-clc-clf-2ut.
 \end{aligned}$$

5. Track-gauge Positive Tolerance (gt)

$$\begin{aligned}
 gt &= Gx-G \\
 &= BBn+nn-G \\
 &= Sx+cls+2Flx+cln-G \\
 &= S+ut+cls+2F1+2ft+cln-G \\
 &= G-F1-F2+ut+cls+2F1+2ft+cln-G \\
 &= T+2bt+2ut+cls+clc-T-tt-clg+clc+ut \\
 &\quad -2clc-2clf-4ut+cln+cls+2clg. \\
 gt &= 2bt-ut-tt+2cls+clg-2clf+cln.
 \end{aligned}$$

It would be reasonable to demand that the nominal values of "F1" and "F2" be the same for ordinary points. It would be essential to demand this equality if the specifications were to apply to diamond crossings. If such an equality is required, a further relationship between tolerances will have to be accepted and this is derived as follows:

$$\begin{aligned}
 F1 &= F2 \\
 \text{therefore } T+2bt+2ut+cls+clc &= T+ttt+clg \\
 &\quad -clc.
 \end{aligned}$$

$$\text{therefore } tt = 2bt+2ut+cls+2clc-clg.$$

Some standards authorities prefer not to specify a maximum flange width but allow "Tx" to be given by the formula:  $Tx = BFx - BBn$  in other words:  $tt = 2bt$ .

Although such a requirement would not seem unreasonable, it does lead to either a larger than necessary flange width tolerance, or, more commonly, an unreasonably small back-to-back tolerance. Also, such a requirement forces, either "F1" not to be equal to "F2", or some very peculiar relationships between various clearance and tolerance values to be accepted.

SPECIAL CONDITIONS.

The analysis put forward so far applies strictly to the crossings at ordinary points only. An analysis of any special trackwork such as a three-way point or a diamond crossing will reveal that a wing-rail may also act as a check-rail. Under these circumstances the limitation set by "Flx" must also apply to "F2x" and "Cn" must also apply to the wing-rail to opposite frog-nose dimension.

It is possible to increase the span and flangeway clearances by deliberately setting the track-gauge and crossing flangeway dimensions near to their upper limits. Reference to Fig.4 will reveal that such increased clearances will allow sharper curves to be used than would otherwise be possible. As there is normally a large positive tolerance on the track-gauge, "gauge-widening" may be applied with advantage under favorable conditions. The crossing flangeway tolerance however, is normally derived from manufacturing limits of precision and it is not usually possible to approach the upper limit of "F1" without risk of exceeding it. The amount of curvature that may be applied to plain track with the aid of gauge-widening is therefore likely to be greater than that that can be applied to pointwork, since the limit imposed by "Flx" is likely to be reached before that imposed by "Gx". It is not unreasonable however to deliberately exceed "Flx" at special locations such as pointwork in loco sidings where only very low speeds are involved. Increasing "Flx" to an extent that "cln" becomes negative will cause the wheel to drop into the gap in front of the frog-nose



but this is not serious at slow speeds, particularly if the amount of wheel drop is limited by arranging for the nose of the flange to contact with a running plate set in the flangeway, below rail level.

Manufacturers of the train set designed to run on the table top, must by necessity employ very sharp curves. These manufacturers cannot hope to comply totally with standard specifications which are formulated for the scale modeller and sharp curvature forces them to greatly exceed values specified for "Flx". They avoid the wheel dropping into the gap at the frog nose by employing wheel tyres that are extremely wide. Unfortunately the corresponding problem of sharp curves on the track-gauge clearance is overcome by these manufacturers by greatly reducing the back-to-back dimension rather than increasing the gauge. The result of breaching the specified values of "BBn" is that the rolling stock is not compatible with that designed for use on reasonable curves. Such incompatibility was never of necessity and has been a bone of contention between high-brow and low-brow modellers for many years.

#### TYRE PROFILES.

The wheel tyre may be considered to consist of the following five components for the purpose of establishing the overall profile. These are indicated in Fig.8.

##### 1. Tread.

On the prototype, the tread is tapered at an angle of about 3 deg. with respect to the horizontal. This is in order to create what amounts to a self centring effect between wheel-set and track. The same angle of tread may be used with advantage on model railways although the angle is not critical.

##### 2. Fillet Radius.

The transition between tread and flange is made with a radius which is the same as, or greater than that of the rail head. This is the portion of

the flange that makes contact with the rail under normal circumstances. This fillet radius varies greatly from the flanges of one railway company to those of another, its value being a compromise according to the following effects.

(a) If the fillet radius matches the rail head radius, the effective flange front will be well defined and the magnitude of possible lateral oscillations of the axles for a given effective clearance between flange and rail will be minimised. This matching of radii also ensures that the maximum area of tread is in contact with the rail even when the flange is hard up against the rail.

(b) If the fillet radius is much greater than the rail head radius, a progressively greater centring effect will be achieved for increasing lateral displacement of the wheel, without the wheel hitting hard against the rail.

This radius is of little importance to the modeller providing the front profile is suitably shaped.

#### 3. Front Profile.

The part of the flange which comprises the front profile is of great importance for it is required as a safety component to cope with the effects of track irregularities such as misalignment at rail joints of point blades, or sharp changes in the trackwork cross level. The front profile is also required to contact with the inside face of the rail if, for any reason, lifting or bouncing of the wheels should occur. For analytical purposes, the front profile may be divided into two rectangular co-ordinates termed the safety width and the safety depth (see Fig.8). These two dimensions are critically important, to the performance of a flange. Rather than quoting these difficult to define dimensions in a specification, it is easier to simply quote the flange front taper angle. The ideal angle to be used here is based on a compromise between the following effects:

(a) Within certain limits, the larger the angle with respect to the vertical,



the greater will be the safety width for a given overall depth and hence the better will the flange be able to cope with the effects of horizontal irregularities.

(b) The smaller the angle, the greater may be the safety depth for a given overall width and hence the better will the flange be able to cope with the effects of vertical irregularities.

The best compromise is achieved with angles of between 20 and 40 degrees and again here prototype flanges vary appreciably from one company to another. There are definite limits to which the front taper angle should be made. For instance, if the angle is less than the offset angle of the longest wheelbase vehicle on the sharpest curve (angle of attack), say between 5 and 10 degrees (see Fig.4), what safety width there was will effectively be reduced to zero. Conversely, if the angle is greater than about 50 degrees, the flange will not be able to restrain the wheels from slipping sideways off the rail if large side thrusts are experienced. It is for this reason that the rounded nose of the flange can contribute little towards safety under extreme conditions.

The modeller has to compromise between a flange that looks like the prototype and one that will give proportionately increased depth from the prototype so as to be able to cope with the greater irregularities that are normal on model systems.

#### 4. Back Profile.

The only function of the back of the flange is that of contacting with the check-rails. As horizontal irregularities should be non-existent on check-rails, the ideal back profile is merely that required to make the required contact with allowance being made for the offsetting effect of wheels on sharp curves (see Fig.4). For a given maximum offsetting effect, the back of the flange will present a contact face to the check-rail which is parallel with the check-rail if the back of the flange is slightly concave in profile, the curve of the profile

following a hyperbolic function. However, for practical purposes, a close enough approximation to the hyperbolic function is a simple taper, where the taper angle is that equivalent to the maximum angle of offset expected on the sharpest curve. An angle of between 5 and 10 deg. would be the maximum expected on any model system and less on the prototype. A slightly convex back profile is used on some prototype flanges, undoubtedly to reduce the area of contact with check-rails and hence the friction. Such a back profile however, results in a flange of greater overall width than would otherwise be the case.

#### 5. Nose.

The nose simply represents a transition between front and back profiles and serves no purpose. Again the modeller must compromise between appearance and performance in respect to the nose radius. A large radius will give a closer appearance to the prototype but will reduce the safety width and depth.

The specifications for tyre profiles on model railways may be limited to four parameters only. These are as follows:

1. Minimum tyre width.
2. Maximum effective flange width.
3. Maximum flange depth.
4. Minimum front taper angle.

It is necessary to set a maximum limit on the flange depth so as to avoid the nose of the flange hitting rail fittings below rail head level. No parameter other than those listed above is critically important. It is really up to the individual to establish his own compromise between appearance and performance within these limits. A standard specification should however always contain a recommended profile for those who require guidance on the subject.

#### PRESENTATION OF SPECIFICATIONS.

In the field of model railways, it is doubtful whether more than 1 person in 10 would be interested in standard specifications. Of those that are



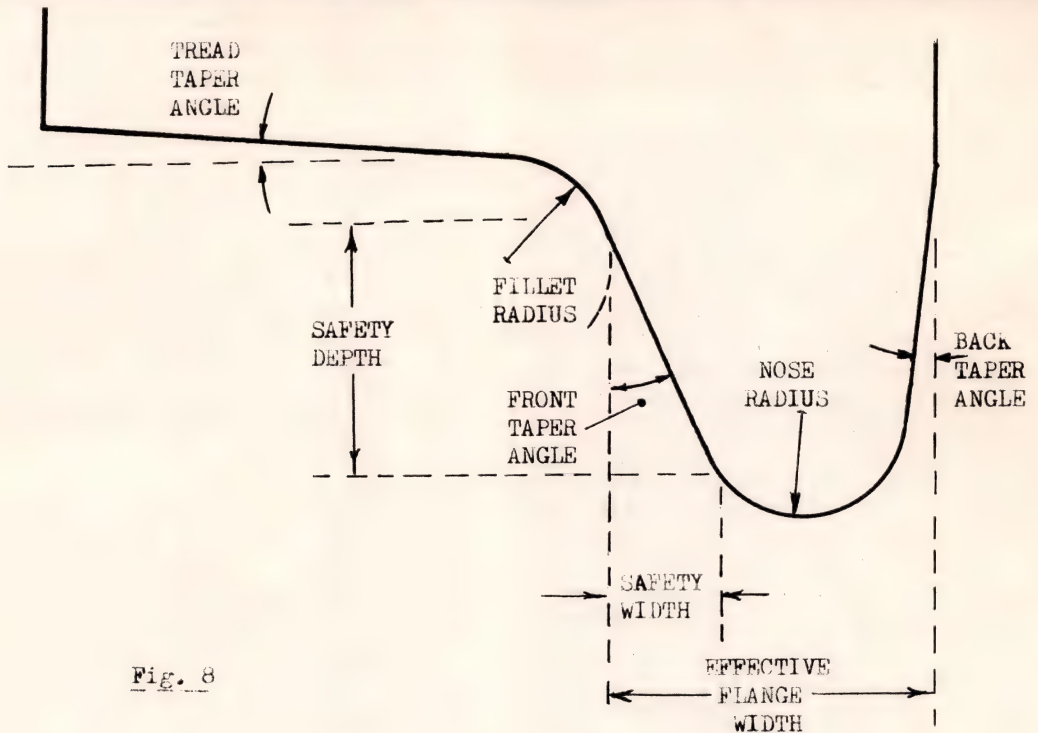


Fig. 8

interested, there would be very few who would understand the process of establishing the specifications, or would be able to understand the significance of the dimensions expressed as limiting conditions. Although it is essential to specify limiting dimensions in any specification, it is also of great importance to specify a set of nominal or preferred dimensions. The values chosen for the nominal dimensions should be such that they differ from the limiting dimensions by realistic bilateral tolerances. The actual nominal values given should, as far as possible, be round numbers in one system of units only, preferably millimeters. It can then be hoped that any modeller or manufacturer who makes a reasonable effort to achieve the nominal values will be within the limiting values. The actual values given for the limiting dimensions need not be round numbers but may be expressed to a discrimination corresponding to the extreme of practical

measurability. Those modellers who have the tools and skills to check the dimensions of a completed item, may then decide, from a knowledge of the limiting values, whether or not the item can be accepted without the need for alteration.

To sum up, the following are the items that need to be stipulated in a standard specification.

#### 1. Nominal Dimensions.

- G --- Track-gauge.
  - F --- Flangeways.
  - BB --- Back-to-Back.
- A full wheel tyre profile.

#### 2. Limiting Dimensions.

- Gx --- Maximum track-gauge.
- GN --- Minimum track-gauge.
- Cn --- Minimum check-gauge.
- Sx --- Maximum span.
- Flx --- Maximum crossing flangeway.
- BFx --- Maximum effective Back-to-Front.



- BBn --- Minimum Back-to-Back.  
 Nn --- Minimum tyre width.  
 Tx --- Maximum effective flange width.  
 Dx --- Maximum flange depth.  
 A --- Minimum taper angle of the flange front.

Last but not least, an important part of any set of specifications is the covering notes and diagrams that go with them. If there are no accompanying explanations, then probably the only person who will understand them will be the person who wrote them.

An important qualification that should be noted in model railway specifications is that manufacturers of train sets which employ very sharp curves, and which use rail of overscale height, may if they wish, freely breach the limiting dimensions for "Flx", "Gx" and "Dx" but not any others.

#### CONCLUSIONS.

Information for this article has been gained from various sources. These include items published by the Austral-

ian Model Railway Association, the National Model Railroad Assoc. (U.S.A.) the New South Wales Railways, the Victorian Railways and British Railways. In addition a considerable amount of original thought has been expressed. Information gained from the railway companies mentioned has been very limited and some of the explanations as to prototype practice includes a certain amount of guess work.

Should any reader disagree with any points or should they be able to add any information regarding prototype or modelling standards they are invited to do so. The purpose of this article has been to promote understanding of this subject and as such the more discussion that results the better.

#### ERRATA.

An apology must be made by the publisher for a serious error which occurred on page 74 of Journal 120. The author of the article on "Railway Wheel and Track Standard Specifications" was shown as being Bruce Norton, whereas the author should have read "P.J. BETTS".

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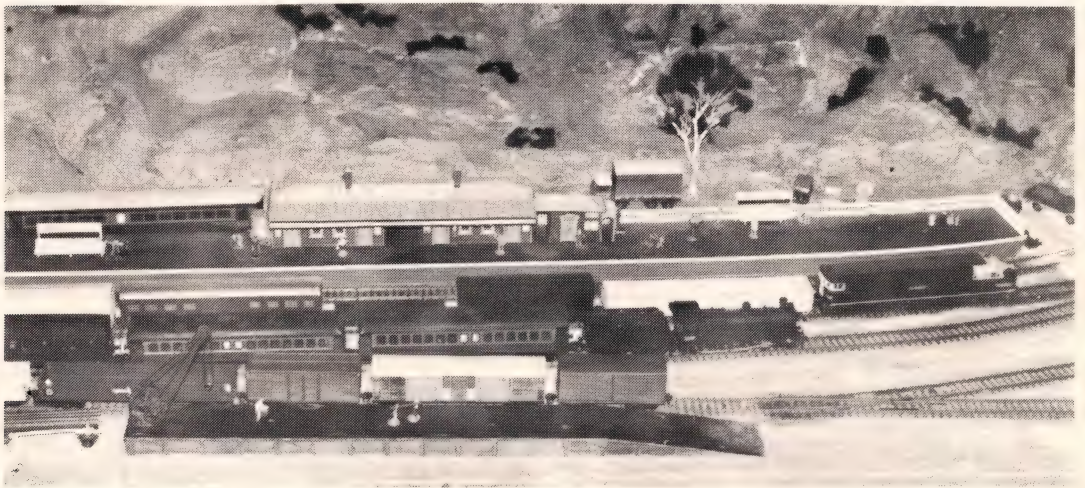


*wishes all model railroaders a very Merry Xmas*





The interstate freight, headed by - would you believe - 4469, approaches the yard limits while the railmotor, which provides the local service, has just departed from its dock at the station.



A busy moment at the "Junction", giving it a chance to show whether it is aptly named or not.



# THE W.A. BRANCH'S HO EXHIBITION LAYOUT

by G. R. Watson

Photos by Author

In the first half of 1973, the W.A. Branch decided to build a layout which it could exhibit at shows, fetes, etc. so accordingly, an "Exhibition Layout Planning Group" was formed with Clive Huggan as Project Manager, and with Ron Congdon, Floris Goust, Adrian du Heaume and Joe Moir making up the rest of the group.

In June of 1973 the planning group presented its report to the branch, a document of eleven foolscap pages of notes and diagrams. This report laid out in detail the group's recommendations in regard to all the facets of layout construction, as well as factors such as transportation, barricades, back up display units and the organisation of the construction project.

The layout took considerably longer to build than was suggested by the planning group, and during construction the layout varied from the original plan, but in general it followed the back-up displays recommended by the planning group's recommendations fairly closely. The layout took approximately two years to be fully completed, but the planning group never eventuated.

The planning group felt that two operating requirements existed. Firstly, there must be near continuous running, to keep viewers' attention through movement. With a small layout this means there must be a continuous mainline. Secondly, good, simple shunting must be possible, either at the same time as main line through trains, or alternately.

It is not the purpose of this article to give a detailed description of the layout, but suffice to say the resulting

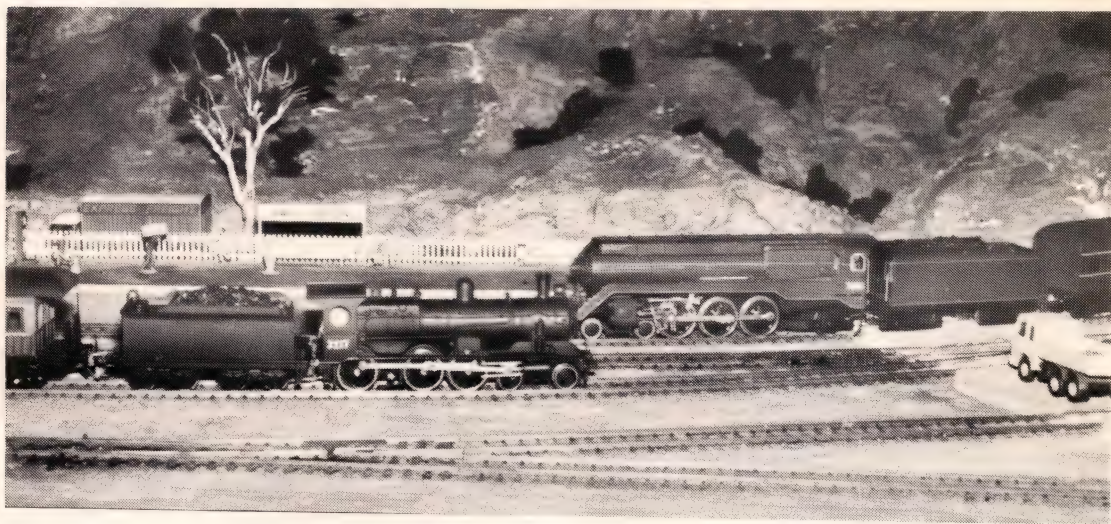
layout occupies an area of 10' x 7', including an operating area in the centre of the layout. The track plan is a double track mainline passing through a scened station yard, at the front of the layout, and with an unscened fiddle yard at the rear, with a two foot high backdrop behind the station yard separating the two areas visually.

The scenery, as can be seen from the photographs, depicts an Australian railway scene, with gum trees and low scrub, with the colours suggesting a summer season. The scene depicted is a rural station with the township "Off" the baseboard. In keeping with this concept, the facilities are what would be expected at such a station, that is a station building, a loading platform, stock pens, and a water tower. The layout features full cab control for two controllers situated in a moveable control panel which is usually positioned, but not necessarily so, in the centre operating area of the layout.

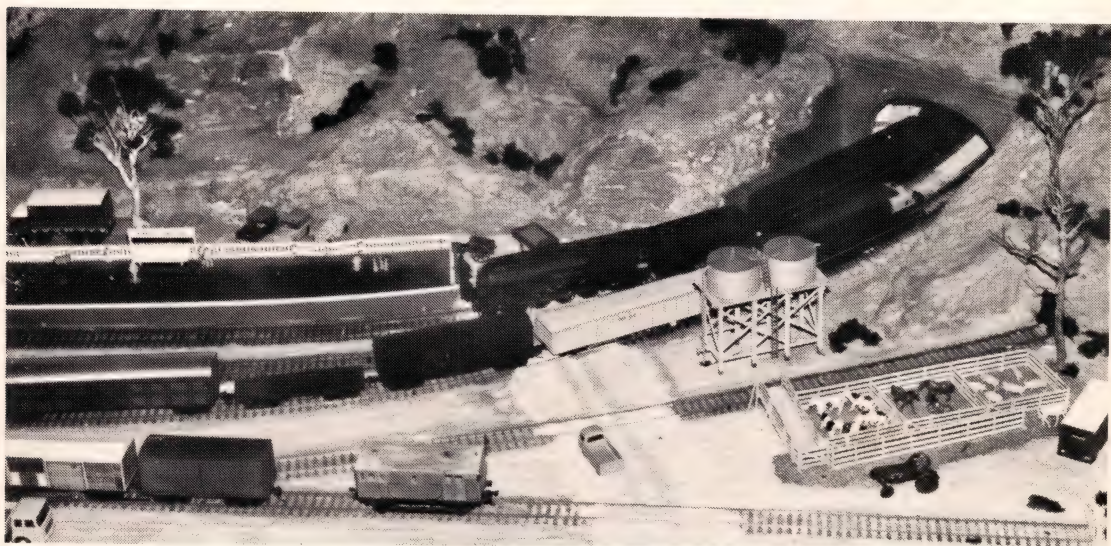
The layout's station bears the name of "Havoc Junction", but after having been successfully displayed and operated at two shopping centres each for one week, as well as at our own three day exhibition, not to mention at each branch meeting, maybe the time has come for the station to be re-named with a more suitable name.

The report of the planning group is in the branch library and makes interesting reading, and is recommended to anyone who is planning his own layout, either for his own use at home or for a portable exhibition layout.





3217 waits patiently while 3803, resplendent in green livery with yellow lining, steals the limelight by drawing its train up to the platform.



The crossing of trains is always of great interest to train watchers. Not only some of those train watchers on the platform, but also some of those in the pens, seem interested in the crossing of 4469 and 3803.





FOR  
READER'S  
LETTERS

Dear Sir,

Now that the 1976 Sydney Exhibition is over I would like to take this opportunity of thanking each and everyone who so willingly came to my assistance in the kitchen this year.

I have received many compliments for the meals and take-away food which we have made available to the exhibitors and public. It is not me alone who should receive the thanks, but everyone who has been there with helping hands to make those chores that much easier. Without your help it would not have been possible.

My personal thanks must go to Marg. and Gus Durham over from Perth, Audrey and Roy Cornish and last but not least, Alan Preston and everyone else who has assisted. With your help you are making it ALMOST a pleasure to be here.

Would every helper, male and female, please take this as a personal thank you from Graham and myself. All you men who read this, please be sure to pass it on to the women folk to read.

June Lamour.

The Editor,  
AMRA Journal.

Dear Sir,

Having visited the N.S.W. Branch 1976 Model Railway Exhibition, I wish to thank the N.S.W. Branch Committee, the Exhibition Staff and the Branch Members for the hospitality extended to the many Victorian visitors during the Exhibition.

Also my thanks to Pat and Howard Armstrong for the Sunday evening bar-b-cue get together at their home.

John Treseder.  
President (Vic. Branch).

The Editor,  
AMRA Journal.

Dear Sir,

Your readers may have been dismayed by the photograph of my school's class locomotive No. 928 "Stowe" on page 36 of the April/June issue of Journal. Certainly, on a prize-winning model one would expect that the loco and tender footplates should be in alignment, a factor obviously wrong in the picture.

The critically-eyed may rest assured that this fault does not exist on the model. The tender is so constructed that the wheels run in a separate chassis, the outside frames being only dummy. This chassis is pivotted to the body between the rear pair of wheels, allowing the weight of the heavy metal body to rest on the loco drawbar to improve balance and adhesion. When the model was photographed for Journal the tender was not correctly coupled to the loco, allowing the body to drop on its pivot.

I trust this information will lay any doubts to rest.

P.A. Knife.

Dear Sir,

Peter Betts has raised the issue of judging layouts for competition by a point score system (Pop Valve, April/June 1976 Journal). While I am in full agreement with him on the need for some quantifiable means of objectively judging a layout, I do not necessarily concur with his distribution of points.

The system Peter proposes is somewhat similar to the NMRA scoring system for modelling competitions. At the risk of setting off a storm of controversy of the pro's and con's of the



NMRA judging rules, I personally do not like it and think that it gives an unfair advantage to some types of models over others. For the same reason, I believe that the proposed layout judging score system tries to be too objective and could not be applied fairly overall.

Rather than list so many detailed items with a number score for each, I would propose a broader system with more latitude given to the opinions of the judges. The areas which should be examined, in order of importance, would be:

1. Overall impression - is the layout attractive and realistic to look at?
2. Reliability - does it operate smoothly, efficiently and without derailments, stalls and "finger poking"?
3. Authenticity - does the layout represent accurately what it is advertised to be? If a model of a particular prototype, how authentic a model is it?
4. Operation - are trains operated in a realistic and prototypical manner, and at realistic speeds?
5. Workmanship - are the above items reflected in the workmanship shown? Are the mechanical and electrical components properly constructed?
6. Source of components - in a situation where the above five items do not produce a clear winner, allowance should be made for handbuilt, rather than purchased items, hand-laid track, scratch-built rather than kit-built trains and structures.

This judging system is not biased toward the hand-built layout over the proprietary, but rather towards the visual impact, reliability and authenticity of the model. Thus, a really attractive and properly operated Triang layout would win over a poorly presented unreliable scratch-built system (and, believe me, they exist!) This is im-

portant as it gives encouragement to the modeller without the necessary time, skill or inclination to hand build a layout.

Having joined the argument with this letter, I will leave it by saying that I don't know of very many layout competitions being held in Australia. While modelling competitions are common layout competitions seem rare. This does not mean that it cannot be done - perhaps there is merit in such a competition in conjunction with, say, an Exhibition. At least, we here in Canberra do it that way. If a layout competition leads to better layouts then let there be lots of them!

P.A. Knife.

\*\*\*\*\*

#### TRAIN RIDE COULD BE A RECORD.

Members of the Castledare Miniature Railways Club are claiming a world passenger record.

Yesterday, on the miniature railway at the Castledare boys' home, 158 people were squeezed into 28 wagons and twice hauled around the 1.6km, 189mm gauge track by an 0-6-0 tank miniature steam engine.

A club Official Mr. Jack Stanbridge, said that this easily exceeded the 114 passenger record set in England last year.

The engine that huffed and puffed yesterday is named the Dennis P. Moore and is owned by a club member, Mr. Bob Moss, of Mt. Pleasant.

The train measured nearly 100m and all the wagons were made by club members. Efforts would be made to have the feat listed in the Guinness Book of Records.

The train travelled at 8 km/h and took 20 minutes to complete the Journey.

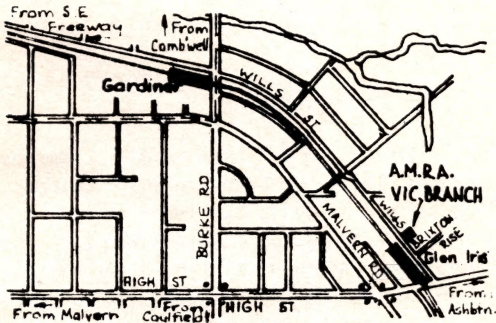
From The West Australian, Monday, 19th January, 1976.



# BRANCH NOTES

## VICTORIAN

## BRANCH NOTES



General meetings are held on the second Thursday each month commencing at 8 p.m. at the clubrooms, 92 Wills Street, Glen Iris. The clubrooms are open from 7.30 p.m. on these nights for operation of your HO & N trains on the club layouts. Working bees or operation on the club layouts are held on Wednesday nights with the exception of the Wednesday night before the general meeting.

At our September meeting we had another successful series of clinics which are proving very popular with the members. We have now covered the following topics:  
 Scratchbuilding - D. Morrison, A. Maddicks  
 Weathering - R. Brownbill.  
 Scenery - N. Ryan, M. Eginger.  
 Electrics - R. Dall.  
 Signal & point motors - K. Down.  
 Timetable operation - K. Sherrin.

As mentioned in the last notes, two open competitions will be run at our 1977 Exhibition, and entries will be received by the Exhibition Organiser A.H.G. (Jim) Scott. If you wish to enter the diorama competition, the maximum size will be 4' x 2' and inspection of entries will be carried out on Saturday 5th March, 1977. For the open modelling competition, which covers locomotives, freight and goods rolling stock, lineside structures etc entries

must be either forwarded to the Exhibition Organiser prior to Thursday, 10th March, or delivered to Camberwell Civic Centre by 8'o'clock on that evening. Those wishing to enter either competition should write to Jim Scott, at 12 Cummings Road, Malvern, or telephone him on 509 5042 to obtain the requisite entry form. All entries close on 20th February.

Remember, Bob Edwards, phone 232 6887 is organising the roster of volunteers for the Exhibition, so let him know the times and dates you are available. Mrs. Win Scott is still looking for ladies to assist in the kitchen so if your wife, fiancée or friend can help, please let us know.

The Agenda for the next three months is as follows:

### January.

15th Running night on club layouts. No general meeting.

### February.

10th Multiple clinic night. Competition photo 1976 AMRA rail trip. C.O.M. nominations close this evening.

### March.

10th Set up Exhibition at Camberwell Civic Centre.

11th) Exhibition. Organised by A.H.G.  
 14th) (Jim) Scott.

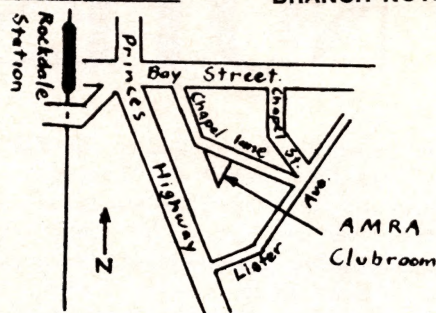
I wish all members a very Merry Christmas and Prosperous New Year from the Victorian Branch Committee of Management, and lots of model railwaying in the future.

John J. Harry.  
 Hon. Secretary.

## SOUTH AUSTRALIAN BRANCH

Although the South Australian Branch is not yet formed, the S.A. Representative is Wal Bennett, 6/42 Wright Street, Renown Park, Adelaide, 5008.



NEW SOUTH WALES.**BRANCH NOTES**

As most members will be no doubt aware, the Modelling Clinic has been re-introduced to the roster. This has been made possible only because three or four members offered to run projects for it. The scope of this series of clinics has been broadened to include all facets of modelling, and on Friday, 10/9/76 many members made trees under the guidance of John Dunn.

A big effort from our librarian, Kevin Cross, has resulted in all the various periodicals, magazines, etc. that we own being properly recorded and catalogued. The library has grown lately, and in order to prevent it from becoming a wasting asset it was obvious some kind of control was needed. Accordingly in future, a signature will be required from the borrowing member before any item is lent. Intending borrowers should contact Kevin Cross or the duty officer. Would members who are just browsing, please make an effort to return the material to the same place it was taken from.

Our thanks are due to John Burfeit who has donated about fifty drawings of various types of N.S.W.R. stock to the branch. These have been placed in the branch archives, they are available for inspection, but cannot be removed from the clubrooms.

As 1977 is the twenty first year of A.M.R.A. N.S.W. Branch, a suggestion has been made that a celebration be held. A rough format has been proposed for the Anniversary Weekend, 29th - 31st January:

Saturday 29th A.M. Gather at clubrooms Rockdale for "Getting to know you" session.

P.M. Afternoon clinics.

Evening - dinner on the town.

Sunday 30th. Trip to either Thirlmere Museum, or Zig-Zag railway.

Monday 31st. A.M. Possible layout visits.

P.M. Meet Rockdale club room for farewell.

For country and interstate members interested, accommodation could be arranged. This may be - motel/hotel or billeting. For members with caravans, accommodation could be arranged either in a caravan park or possibly in a member's yard. Arrangements will be made to meet visitors where possible. Please advise if interested so that an estimate of costs may be prepared. Address your mail to AMRA N.S.W. Branch P.O. Box 194, Rockdale.

J. Parker.

QUEENSLAND.

Arthur Robinson was the host for our June meeting. Following the discussion of branch business, Tom Budgen explained the method of construction used on his excellent model of Queensland Railways C 17 (4-8-0) steam locomotive.

The July meeting was held at the home of Eric Lyons at Clayfield where we were shown some slides by Jim Fainges of his recent trip overseas to Britain, and the Continent.

Photography was the theme of our August meeting where, at our host, John Hill's home, we were given a first class lecture by a Queensland Railway photographer on several aspects of the hobby.

September 4th was our annual auction when four clinics were held on wiring, baseboard construction, moulding and scenery. A large number of people attended and even larger number came for our auction when we had a large



variety of articles of various gauges, and brands up for auction. All those who attended had an enjoyable time.

Future meeting dates:

Nov. 25th Richard Peters,  
68 Gilston St., Kepeerra.

Dec. 4th Christmas Party (see secretary for details.

The Officers of the Queensland Branch wish to take this opportunity to wish all AMRA members a Merry Christmas and a Prosperous New Year.

Neil Johnman.

Branch Reporter.

### I'M A VERY SAD BLOKE.

By Sad Harry

I'm a very gloomy fellow.... and so would you be, if you had one wife and four daughters. My wife has always said, "Sad, when your son is 3 years old, I'll let you have a train." It is the only sensible reason I got married for that I can remember, and look what happened to me. That Bill Taylor had the same record.

Every fellow needs to have a reason for having a train. Without one, you are party to interesting conversations such as the following, which occurred when two prospective daughter suitors were awaiting their companions.

"Believe the old geezer plays with toy trains?"

"Yeah! Believe so. Never seen them. Keeps him so tied up he can't be bothered worrying about his daughters so Belle says. So long as they keep him off the front verandah, when I bring Belle home.....suits me!"

"Worries me a bit though. You begin to wonder what the daughter of such a person could be. Heard he was quite brilliant at his job. Perhaps he's only unbalanced in this one thing. Lots of people have one funny thing about them. Knew a bloke once who had gold-fish in everything you could put water in, he had them. Ponds, tanks, and even saucepans. Quite balmy

but tame. The old geezer is probably harmless too! Wonder what his old lady thinks of it?"

"As long as he's enough sugar to put on a good feed at the wedding, it is OK by me. Where're you going to-night?"

Over to St. Ives to see a fellow whose got a lot of tigers. Beauties they are, I've heard. Where are you going to?"

"Snakes, ugh! Don't know what beauty you can see in snakes. Suppose you've got your tigers in the car?. Belle and I are going to look in on the Ludo Championship up the 'cross. Very interesting stage they've reached. We were eliminated in the third round. Belle isn't very keen on the game, but she's learning some of the fine points now.

"It's just ignorance that you don't like snakes. I'll lend you a book on them, then you'll see the beauty, intelligence and loving nature of snakes. For that matter, what gives with Ludo? Who ever heard of anybody having fine points in throwing a couple of dice? You're about as much of a dill as the old chap."

You can see they're set to square up and fight it out, so I go out and say "Hello fellâs! Would you like a drink?" With the strength given one of having nothing more lethal in the house than cooking sherry. "No." says one of them "I couldn't, my father is a temperance worker, when the pub isn't open." The other one refuses the drink saying there'll be plenty "on" where they're going and he likes to arrive there sober. "Better for driving too."

So I go back to my trains, 840 feet of HO track, 162 points, eleven main-line passenger trains, and control the time table running of the lot from my perch, where I have a birds-eye view. I think to myself, "Snakes! Cripes! Ludo! Cripes!"

Four daughters with four boy friends are a handful, if you haven't had experience of time-tabling and train control.

\*\*\*\*\*





S class at Spencer Street on Southern Aurora, Sunday evening 9th March, 1975.  
Photo J. Parker.

## WANTED

Volunteers to make aids for the handicapped.

Technical Aid to the Disabled is a recently formed and growing group of technical volunteers who respond to the challenge of constructing aids for disabled persons. As we become better known in the community and our workload grows, we are continuously seeking new members - technical men of any description who feel the need to contribute an effort to society by using their skills and ingenuity.

The pay-off is a satisfied client who has gained some independence at home, at work or in a hospital.

To find out more about TAD, contact the Hon. Sec. Mrs. S. King, 7 Angus Av. Peakhurst, NSW. 2110 (ph. 53-6070)

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